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THE
VISITOR'S
GUIDE
TO
BOSTON
AND
GAZETTEER OF MASSACHUSETTS.

PRICE, 10 CTS.

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1 & 3 TREMONT STREET, } : : BOSTON.
Cor. Pemberton Sq.

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BOSTON:
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1891.

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WRAPPERS,

LADIES' APRONS.

Hand Finished

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BOSTON.

(INDEX WRAPPERS.)

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STRICTLY
ONE PRICE

EVERYTHING

Marked in Plain Figures.

PUBLISHER'S PREFACE.

BOSTON is a city of remarkable interest. Its suburbs are extremely beautiful and rich in historic associations. To correctly guide the stranger around the Hub and its vicinity is the object of this small book. Therefore, in order to teach the stranger how to see Boston, we have arranged itineraries covering the principal streets, pointing out, as we go along, the many points of interest which are to be seen. Old buildings, many of which were the pioneers of American architecture, and new marble palaces, which will in their turn serve as landmarks to future generations, will be pointed out.

Prominent business houses will also receive appropriate mention, and in this feature of our work we have taken particular pains to recommend only concerns of tried honesty and integrity. No stranger should fail to visit the suburbs of Boston, > there are to be seen so many real points of historic interest connected with our Revolution. That the visitor may most pleasantly cover the ground, we have arranged EASY, PRACTICAL, AND AGREEABLE routes to the most interesting points.

In order to make the work doubly useful and attractive we have added an OFFICIAL GAZETTEER OF MASSACHUSETTS, which will always serve as a handy compendium for reference in every family. Being arranged alphabetically, one can readily find the location of every principal town in the State, with the county in which it is situated, its population, the railroad by which it is reached, its distance from Boston, and the time occupied in reaching it.

THE ART OF ADVERTISING.

Modern advertising is one of the fine arts. It has become the accepted medium of communication between the tradesman and his patrons.

The time has gone by, however, when the public could be caught by startling announcements of wholesale slaughters in prices, bankrupt sales and awful sacrifices, coupled with statements that goods are to be thrown away at less than one-half cost, and such like assertions, that bear on their face the evidence of a big draft upon

the credulity of the public. A reliable house asks for patronage on a sober and businesslike basis. It buys its goods for cash at headquarters, and can of course sell them at the smallest living profit for CASH. Such is the firm that is offering this guide to its patrons and friends. It is systematizing the business of dealing in what are commonly called small wares, and by making this line a specialty is enabled to offer bargains not obtainable in any other house.

WHAT SMALL WARES ARE.

Small wares consist of needles, pins, spool cotton, thread, tape, buttons, and innumerable small articles pertaining to the dry goods line. As a separate business from staple goods, its growth and development in Boston entitles it to be considered among the most prominent of mercantile interests. Twenty-five years ago the wholesale dry goods houses kept a stock of small wares, but most of them gave it up, as there was too much detail attending its management. It is an entirely distinct business, conducted by large wholesale houses, apart from the regular dry goods jobbers.

WHY WE UNDERSELL THEM.

Recently, the old fashion of keeping all classes of goods in one store, as the country store was obliged to do in order to accommodate its customers, seems to have revived, so that the dry goods merchant not only returns to the small wares, but also adds to his stock boots and shoes, carpets, millinery, furniture, glassware, crockery, tea, coffee, tobacco, candy, and in fact everything that properly belongs outside of a dry goods store, and all of which the dear public is assured are sold at *less than cost*. But, of course, in each of these separate departments, the management is simply a weak imitation of the regular dealer's method.

The advertisements of such dealers are intended to capture the country trade, and to decoy people from dealing with the stores in which a single business, whether in boots, shoes, dry goods or groceries, is carried on upon the basis of "Live and let live," and "Every man to his own trade." The pretence that the five and ten cent business belongs to small wares is the most colossal humbug since the days of the hen fever, and is about as effectively played out. We are not posted in the prices of hardware, tin pans, and jimcracks. But the handkerchiefs which we sell at three cents are sold at five cents, and our five cent goods are the kind offered at ten cents by these dealers in hardware, and every article of small-wares will be found on our counters at much lower prices

than on theirs. The simple explanation is that we sell at a uniformly small profit, while these concerns, which have no established business reputation to maintain, make uniformly large profits.

THE GUIDE BOOK'S PUBLISHERS.

Promptness, reliability, and fair and honorable dealing have established a most cordial relationship with our customers, while energy, enterprise, and Yankee go-ahead-iveness have secured for us the position of leaders in our line of business, as which we are recognized both by the trade and the general public.

Every man who attempts to do business knows the necessity of advertising, and does it in some way. He displays his wares in his window — it is an advertisement. He prints a business card — it is an advertisement. If he runs a delivery wagon its sides are adorned with his advertisements. Even if he pretends to scorn advertising, he will still try to advertise his business, if only by putting out signs and circulating specially-engraved bill-heads. How many transactions of bargain and sale would be consummated in a year except for the public announcement, *in some form*, of articles for sale by the one party or the desire to purchase by the other? Most emphatically, advertising is the great lever to business, and without it no business could be done.

Many and varied are the ways of advertising, such as circulars, pamphlets, posters, lithographs, fancy cards and designs, painted signs, and many other methods. This condensed Guide of Boston which we have compiled with considerable labor and expense, is another form of advertising, and we trust it will be at once useful to its readers, and profitable to its publishers.

Personal attention to details, together with simplicity and economy in management, make it possible for us to outstrip all competitors in the specialties with which we exclusively deal. A visit to our model establishment is especially recommended as an introduction to the tours described in the pages that follow. Such a call is made easy by the fact that our store is situated on the corner of Pemberton square and Tremont street, — one of the most conspicuous corners in Boston, — in the Chadwick Building.

Respectfully,

WM. H. BRINE.



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BOSTON AND SUBURBS.

As intimated in our preface, we shall divide up the ground to be covered into separate routes. This will simplify the means of seeing the different sights in the city, so that nothing of interest shall be passed by, and the tour accomplished with the least time and expense.

ROUTE NO. 1.

The most natural objective point of departure is the State House, situated on the corner of Beacon and Mount Vernon streets, fronting the Common. Here we will view in the rotunda (or Dorie Hall) Chantry's fine statue of Washington; also the battle-flags borne by the Massachusetts troops in the late civil war; the remarkable statute of Gov. Andrews; busts of Samuel Adams, President Lincoln, Senator Sumner and other objects of interest. It would be advisable to ascend the cupola and obtain one of the finest views of the city.

We now go down Beacon street. That part of the street near the State House until reaching Charles street, was formerly the aristocratic part of the city, where the Hancock Mansion used to stand, and where the elegant residences of many of our merchant princes are to be seen. Beacon street runs through Longwood to Chestnut Hill Reservoir, a distance of about five miles.

Passing by the Common for the present and across Charles street we reach the Public Garden — those beautiful grounds which supplement the historic Common, and in summer are the flowery Elysian fields of Boston. Here one of the chief objects to arrest our attention is Ball's fine equestrian statue of Washington, near to which, on the left, is the marble fountain, the "Good Samaritan," the gift of a private citizen, given to perpetuate the discovery of anæsthetics, which were first used at the Massachusetts General Hospital in 1846. This monument was executed by Thomas Lee, Esq. There is also a fine bronze statue of the late Edward Everett, by Story, of Rome; also a beautiful statue of Venus rising from the sea, near the Arlington street entrance opposite Commonwealth avenue. There is a fountain connected with this statue which, while playing, throws a fine spray around the figure of Venus, causing a most superb effect. Here is also a fine, majestic statue of the

late Governor Andrew. The garden is laid out in the French *par-terre* style, modelled after the beautiful *Parc Monceau*, of Paris, and in summer may be justly claimed as one of the finest parks in the world for its size, the walks being finely laid out and ornamented with statues. Its miniature lake is a true serpentine, and not an artificial pond, being a portion of the Charles river arranged into a beautiful lake, with swans, ducks, water-velocipedes and small boats for the amusement of the children. This lake is spanned by a short bridge of great architectural beauty.

COMMONWEALTH AVENUE.

We now turn into Commonwealth avenue, a beautiful street on the model of the boulevards of Paris, being about one hundred feet in width, and lined with fine shade trees. Beautiful statues are met along the esplanade in the centre, among the most recent of which is that of William Lloyd Garrison, in front of the Hotel Vendome. At the entrance of the avenue, near Arlington street, is a striking granite statue of Alexander Hamilton, and at the other end, in St. Charles Park, is a recently dedicated statue of Leif Erikson, or rather Leif the discoverer, son of Erick, who sailed from Iceland and landed on this continent, A. D. 1000. It is a fine work, designed by Anne Whitney, of Boston. This avenue, when extended through to Brookline, will compare favorably with the *Champs Elysees*, of Paris. Passing up the avenue to Berkeley street, we turn to the right and go as far as Marlborough street, on the corner of which is the FIRST CHURCH (Unitarian). This is one of the oldest societies in the city, having existed since 1639.

This church will claim attention on account of its superb architectural beauty, having cost more than a quarter of a million dollars. The stained glass windows were made in Great Britain, and the organ is one of the finest in the country, from one of the best manufactories of Germany. Retracing our steps through Berkeley street we continue across Commonwealth avenue to Boylston street, on the south-east corner of which is the HOTEL BERKELEY, a large and well situated family hotel. On the north-west corner is the building of

THE BOSTON SOCIETY OF NATURAL HISTORY,

founded in 1831, and erected upon land presented to the society by the State in 1861. It is an elegant structure, three stories high, in the Doric and Ionian styles of architecture. Among other interesting objects to be seen within, is the rich cabinet of natural history, open for the public on Wednesdays and Saturdays.

The next building to the right is the

INSTITUTE OF TECHNOLOGY,

founded in 1861. Its style of architecture is about the same as that of its sister building, with the addition of four Corinthian columns on the facade, which are pronounced the most perfect specimens in Boston. The object of this Institute is the furtherance of practical arts and sciences. It was modelled after the school of *Art et Metiers of Paris*, which is the first of the kind in the world. Ten regular courses of study, including all of the applied sciences, are liberally provided for, and attract students from every State in the Union, and it is said even from Europe. Nearly opposite is the HOTEL BRUNSWICK, one of the leading and most aristocratic hotels of Boston.

We now continue up Boylston street, passing Clarendon street, when we come upon the substantial and thoroughly fire-proof edifice of the

CHAUNCY HALL SCHOOL.

This is the veteran of the private educational institutions in the city. It is a preparatory school for all the higher branches, and at this institution military drill was first classed among the regular studies in the Boston schools. We continue up Boylston street to the next block, which is Dartmouth street, on the corner of which are the edifices of the Old South Society. The central church is called

THE NEW OLD SOUTH.

It is a magnificent pile. In the centre of the buildings — for here are clustered a church, a chapel, and a model parsonage — rises a tower two hundred and forty feet high. Like those of the First church on Marlboro street, the stained glass windows were made in England. This superb structure is a good illustration of the tendency of the age as compared with the plain OLD SOUTH CHURCH on Washington street, which we shall mention in route No. 2. At the intersection of Huntington Avenue and Boylston and Clarendon Streets, stands

TRINITY CHURCH.

admitted to be the finest church edifice in the country. It is in the pure French Romanesque style, built in the shape of a Latin cross. Connected with it by an open cloister is a unique chapel. The great central tower is 211 feet high, and 46 feet square inside. The body of the church is of Dedham granite, with brown free-stone trimmings, and the stained glass memorial windows are very fine. The total cost of the building was \$750,000. Famous as a splendid piece of architecture, Trinity Church is still more famous as the church

of which Boston's famous preacher, Rev. Dr. Phillips Brooks, is rector. A few doors to the north on Dartmouth street is another palatial hotel, the HOTEL VENDOME, while next in order among the high-toned hotels is the new and elegant HOTEL VICTORIA, a family hotel and restaurant. The location of these hotels is unsurpassed, as they are upon the widest avenue in the city, in the center of the finest residences, and in close proximity to the PUBLIC GARDEN, thus constituting the most delightful summer hotels in the country. Every convenience for the comfort of guests is furnished, and they contain hundreds of well-ventilated, comfortable, and elegantly furnished rooms. These hotels are all under the management of Messrs. Barnes and Dunklee.

We now follow along Dartmouth street, across St. James avenue, and observe at the corner of Huntington avenue the

MUSEUM OF FINE ARTS.

which is destined to become to Boston what the British Museum is to London, or, in other words, a great temple of art. The Museum was founded in 1870. The front of the building is ornamented with terracotta designs, representing the "Genius of Art" and "Art and Industry." The heads are those of Copley, Allston, Crawford, and other famous artists. The Museum is open to the public daily. Its collection of paintings, sculpture, and other works of art is one of the finest in the country. The rooms on the first floor are devoted to statuary and antiquities; those on the second floor to paintings, drawings, engravings, and decorative art. There are seen full-sized copies of the celebrated wall-paintings of Kaulbach, casts of the renowned Parthenon bas reliefs, and numerous other reproductions of the marvels of ancient art. In the line of pottery, tapestry, embroidery, wood carving, and all polite and domestic arts, as well as in rare curiosities, the collection is unsurpassed in this country; and, with a catalogue in hand, the visitor may pass the day and yet be hardly initiated into all that is presented for study and admiration. Connected with the Museum are schools of drawing, modelling, wood-carving, art-embroidery, and china-painting.

Leaving the Museum we cross the tracks of the Boston and Albany railroad; then that of the Providence railroad, and continue on to Columbus avenue, one of the widest streets in the "new district," which comprises most of this route. It is lined on both sides with elegant residences, being in all respects a magnificent boulevard. Turning to the left we come to the imposing edifice of the Second Universalist church, which is one of the first churches

where the now fashionable plan of a carriage drive under the tower was first adopted. We follow along the avenue, crossing the bridge close to the church, until we come to the imposing edifice of the

BOSTON AND PROVIDENCE RAILROAD PASSENGER STATION.

This is an ideal railway station and among the finest in the world. Here please notice the statue representing Emancipation in the centre of Park square. We continue down Columbus avenue until we come to the corner of Charles and Boylston streets. While in this neighborhood a call should be made at the Boston Public Library building which is near the Tremont street end of Boylston, which is open every day in the week, and keeps its large reading-room open on Sundays as well. Its shelves contain about half a million bound volumes and about 120,000 pamphlets. There are eight branch libraries connected with it, located in the outlying wards of the city. A new and magnificent building on the corner of Dartmouth and Boylston street is being built for this noble free public library, which is now the largest institution of the kind in the world. Coming out of the Public Library, we enter

THE COMMON,

the area of which is more than forty-eight acres. On the right, upon entering the Common, is the Old Burial Ground, containing many quaint and curious old tombstones. We go across the Common, and upon the left come to the Frog Pond, a sheet of water much resorted to by the children, who enjoy the sport of sailing their toy boats. We notice upon the hill the SOLDIERS' MONUMENT, and glance at the BREWER FOUNTAIN, a fine mass of bronze, the gift of a private citizen whose name it bears.

The Tremont street side of the Common has several buildings of note. At the corner of Tremont and Boylston streets, directly facing the Common, stands the great Masonic Temple, built 1864-67. The first Masonic Lodge in America met in Boston in 1733. The Temple is a superb structure of granite, in the mediæval style of architecture, and its interior contains Corinthian, Egyptian, and Gothic halls, banqueting rooms, etc. Just beyond the corner of Winter street, on Tremont street, the visitor will need to stop and look at St. Paul's Episcopal Church, a massive pile of gray granite, its front adorned by six columns of Potomac sandstone, upholding a classic pediment. A few steps further up Tremont street brings us directly opposite to the historic Park Street Church (formerly called Brimstone Corner), and still the citadel of New England orthodoxy. This venerable meeting-house is famous for its tall and

graceful spire. The capitals for this steeple were made by Solomon Willard, who designed the Bunker Hill monument and the Court House in Court square. Adjoining Park Street Church is another celebrated bit of Boston,

THE OLD GRANARY BURYING GROUND,

wherein are the graves of Governor Bellingham, who died 1673, and eight other Colonial and State governors, two signers of the Declaration of Independence, six famous divines, Peter Faneull, who gave Boston Faneull Hall; Paul Revere, the Revolutionary hero; Chief Justice Samuel Sewall, John Hancock, and Samuel Adams.

We have thus, during walk No. 1, gone over that portion of the city called the BACK BAY, which contains many of the most elegant residences. This district is particularly interesting from the fact that it is all made land. It is contemplated that this portion of the city and its environs shall in the future become the pride of Boston. The West End Land Company, a corporation of large capital and larger expectations, has in view the establishment of a series of parks, splendid boulevards, magnificent bridges and grand buildings extending to Brookline and connecting with Cambridge, and if the promise held forth in their maps and capital is ever realized a New Boston will yet arise and flourish on the borders of the old.

ROUTE NO. 2.

In commencing this route we will start again from the State House, going up on the right side through Mount Vernon street to the back of the State House, then down the hill through Somerset street, passing the new COURT HOUSE, now in course of erection on Pemberton Square, and which, when completed, with its modern architecture, will constitute one of the most massive and elegant structures in the city. At the foot of the hill we enter Bowdoin Square, where is situated the REVERE HOUSE. This is one of the oldest and best hotels in the city. It was built by the Massachusetts Charitable Mechanics' Association, of which Paul Revere was the first President. Its first proprietor was the well known Paron Stevens. It has quite recently been enlarged and greatly improved, and still retains its old time popularity. Its proprietors at the present time are John F. Merrow & Co. Among its former patrons were the PRINCE OF WALES and the GRAND DUKE ALEXIS. We continue on down Cambridge street until we reach Charles street,

viewing on the right the new jail, constructed of stone and iron, and one of the most perfect institutions of its kind in this country. Continuing on, we reach the

MASSACHUSETTS GENERAL HOSPITAL,

situated on McLean street, built in 1799, and which is a massive granite structure. We now pass up Leverett, to Causeway street, and continue down to the LOWELL, EASTERN AND FITCHBURG RAILWAY DEPOTS. Continuing on, passing the first and second Charlestown bridges, we go as far as the gasometer on the corner of Hull street, which street we go up, and upon the top of the hill find ourselves at the

COPP'S HILL BURIAL GROUND,

which was the second place of interment in Boston (King's Chapel being the first). In this cemetery were interred many of our revolutionary patriots, and it is well worth a visit, as at the foot of Hull street, upon Salem street, is the NORTH, or CHRIST'S CHURCH, from the steeple of which were hung the Paul Revere Signal Lights. After leaving the

OLD NORTH (OR CHRIST'S CHURCH)

we continue through Salem street to Elmer place, where we find the oldest house in Boston. Then retracing our steps to Prince street, through to North square, we find at numbers 19 and 21, the Paul Revere House. Again we retrace our steps to Hanover street, up to Union street, where at number 84 was situated the GREEN DRAGON TAVERN. We next arrive at Haymarket square, in which is the Boston and Maine Railroad depot. Turning to the left from Union, we pass up New Washington street, and continue along, till turning to the left at the statue of Samuel Adams, we find ourselves in Dock square, in which is situated the famous

FANEUIL HALL,

which bears the proud title of the "CRADLE OF AMERICAN LIBERTY." The atmosphere of the old Cradle calls us back to the stirring events which led to the Nation's birth. Above the platform dedicated and preserved to free speech, is the great painting representing the scene of "Webster's reply to Hayne." The walls around and above speak in the portraits of the country's creators, defenders and champions. There is not a spot in America so impressive to an American as this venerable arena, with its memories of a thousand brave protests against injustice and tyranny. Faneuil Hall is free

to the public, whether for inspection, or protest against wrong, every day of the year.

Opposite the hall is the

QUINCY MARKET,

the longest market building in the world, being 535 feet long and 50 feet wide. It is two stories high and was built of Quincy Granite in 1823, at an expense of \$200,000. After inspecting its endless stalls, with their immense stores of human food, we pass through Merchants Row to State street, on which, further down, is the Custom House. On State street are located most of the leading banks and insurance companies, and the Fiske Building, which is the highest building in the city. But the chief object of interest, standing at the head of the street is

BOSTON'S FIRST STATE HOUSE.

It was the colonial headquarters, dating back to 1657, when the foundations of the original structure were laid. The present building was founded in 1713. After the second fire of 1747 the walls and roof were restored, and the structure has stood as it now appears since then. From the balcony, under the last window, the titles and commissions of the colonial governors were announced "with beat of drum and blast of trumpet." Here the governor addressed the people previous to the Boston Massacre of March 5, 1770, and warned them to disperse. Here old Sam Adams demanded of Governor Hutchinson the removal of the British troops to Castle William, the first concession obtained by the colonists from the crown. From its front window on July 18, 1776, was announced to the people the Declaration of Independence. In this old colonial hall John Hancock, the first governor chosen by the people, was inaugurated in 1780. Here Washington received the tribute of an enfranchised people.

In 1830 the building was taken as a City Hall, and the sessions of the Board of Aldermen were held in the old historic chamber till the new City Hall was completed. The lower part of the building is now occupied for private offices. In the upper stories can be seen all the relics which mark the growth of Boston from a primitive settlement. Among the revolutionary relics are photos of interior views of the parlor of John Hancock's house. On the piano are the bibles of Gov. Hancock's father and grandfather, with the Governor's cane in the corner. Other noteworthy curiosities of colonial times are also exhibited here.

The old colonial State House is free to the public, and strangers

are particularly welcome. It is open every day (excepting Sundays) from 9 A. M. to 5 P. M., and on Saturday until 1 o'clock P. M. Passing up Washington street to the corner of School street, we reach the famous "OLD CORNER BOOKSTORE," built during the reign of Queen Anne. It is one of the few remaining links which connect the present Boston with the quaint old three-hilled settlement of pre-revolutionary days. Further up on the corner of Milk street stands the

OLD SOUTH CHURCH,

which is full of revolutionary memories. Its walls have resounded with the voices of eloquent orators. The clang of horses' hoofs and the ribaldry of the barrack-room have found echo in this old and venerable temple, for it was used as a stable by the British troops. A visit to its interior will well repay us, and then we will go up School street to the

CITY HALL,

a magnificent modern structure, very closely resembling the new buildings erected in Paris under the Napoleonic regime; the pavilion and dome being a copy of the Palace of the Louvre. This building is in every respect the most perfect in symmetry of any edifice in the city. A bronze statue of Benjamin Franklin and another of Josiah Quincy stand in the grounds in front of the hall. While viewing these we find ourselves nearly opposite the famous Parker House, Boston's world renowned tavern, conducted upon the European plan. This hotel is a great rendezvous for business men from all parts of the country, and its restaurant has always been noted for its excellence. Upon the opposite corner, and looking like a grim sentinel is the ancient and time honored "King's Chapel," built in 1654, and occupied in 1689. This edifice contains a great many relics, consisting of the old pulpit, chairs, etc., which were brought over in the "Mayflower." Connected with this church is a cemetery, the first established in Boston, and upon the grave stones are many quaint and curious epitaphs. In the tombs repose the ashes of the Winthrops, Colonial Governors of Massachusetts, as also those of the most celebrated men of our early days. Upon the south-east corner is the old and popular Tremont House (a twin house to the Revere).

THE ATHENÆUM.

A few steps up Beacon street, from the corner of the Tremont House, will bring us to the solid and elegant building of the famous Boston Athenæum, the oldest library in the city and one of the most

valuable in the world. It was founded in 1804, and the present building erected, in 1849, at a cost of \$200,000. It adds about 4,000 volumes a year to its shelves, which already contain over 150,000 volumes. The collection includes many rare works. George Washington's library was added to it in 1848, at a cost of \$5,000. The right to use the library is confined to the 1,049 shareholders; but strangers are always welcomed with courtesy, and the hospitalities of the institution are freely extended to those who wish to draw upon its vast literary stores.

Turning to the right at the head of School street, and walking past the front gates of King's Chapel, we next reach the famous BOSTON MUSEUM, where one of the finest collections of curiosities in the country is to be seen. One of the leading theatres of the city is also conducted under the Museum management; its stage being famous as the scene of the great impersonations of the immortal William Warren. Adjoining the Museum, at No. 30 Tremont street, is the building of the Massachusetts Historical Society, the oldest historical society in the country. Its library counts over 27,000 bound volumes and 60,000 pamphlets, and its collection of historical portraits is very valuable. Among its treasured relics are King Philip's samp-bowl, the sword of Miles Standish, and the sword used at Bunker Hill by Colonel Prescott. The library and portrait gallery are open to visitors.

A little beyond the Museum on the opposite side of Tremont street, at Nos. 1 and 3, is the store of Wm. H. Brine, in the Chadwick Building, corner of Pemberton square, one of the most noticeable buildings on Tremont street.

we presently find ourselves on Scollay square in front of the monument of John Winthrop, founder of Boston and Governor of Massachusetts, who arrived from England with the charter in 1630. Scollay square is a sort of a radiating centre of Boston, as Union square is of New York.

THE BUSINESS CENTER.

The business heart of the city is crowded with massive and elegant buildings, and the visitor may well devote half a day, if not a whole day, to an inspection of them. The United States Post Office building, which extends from Milk street to Water street, and has a front of 200 feet on Devonshire street, and of 220 feet on Congress square, is well worth walking through. It is the finest pile of

Renaissance architecture in New England. The U. S. Sub-Treasury is in a richly adorned hall, 50 feet high, on the second floor. This hall is open from 10 A. M. to 2 P. M. Its safe always holds from \$15,000,000 to \$20,000,000 in coin and notes.

A visit may also be paid, with profit, to the superb marble building of the Mutual Life Insurance Company of New York, fronting Post Office square, with its richly carved clock tower, rising 130 feet from the ground.

Another stately building is that of the New England Mutual Life Insurance Company, which fronts on Post Office square and Congress street, is 7 stories high, and has its basement occupied with a series of impregnable vaults filled with untold treasure. It is built of Concord granite, and its main facade is crowned with a group of colossal allegorical statues. It cost nearly \$1,000,000.

At the corner of Federal and Milk streets the Equitable Life Assurance Society's immense 7-storied granite building looms up, with its vaulted basement and iron roof, and is well worth looking over.

Other noted business blocks that should be noted are the Rialto building, corner of Devonshire and Milk streets; the Simmons building, corner of Congress and Water streets; the Cathedral building, built on the site of the old Catholic cathedral, and fronts on Winthrop square, which opens out from the farther end of Devonshire street; the superb Gothic building of white and black marble extending along Franklin street from Devonshire street to Arch street, and belonging to the Sears estate; the Franklin and Brewer buildings close by, and many others in the immediate neighborhood.

THE LOCATION OF TRADES.

Since the great fire of 1872, over \$100,000,000 has been spent in new buildings in the heart of the city, and the result is a business section which, for architectural beauty, is unrivalled by any city in the Union. The trade tendency in building has been to group the different branches of business in separate quarters, giving to each a well-defined district of its own. The wholesale dry goods and millinery trade will be found on or near Summer street. The big shipping houses are on or near Atlantic avenue, which skirts the water-front. The wholesale book and paper trade will be found on upper Franklin street and Hawley street. On Pearl, Congress, and High streets the large boot and shoe houses will be found. The wool trade has settled on that part of Federal street that is nearest to the N. Y. & N. E. depot and on the side streets near by. The great daily newspaper offices will all be found on Washington street, between the corner of State street on the one side and the

corner of Milk street on the other. The building of the Boston Daily Globe is the newest, largest, and most ornamental newspaper building in New England. Its large press-room in the basement is open every day to visitors, who are curious to see how its immense edition of over 140,000 papers daily are thrown off its lightning presses at the rate of 50,000 copies an hour. The Boston Herald building, on the opposite side of the street, is another fine structure, while the offices of the Advertiser, the Record, the Journal, and the Transcript are on the same side as the Globe, and follow each other towards the corner of Milk street, where the handsome Transcript building stands, in the order named.

The retail dry goods and millinery stores are mostly on Washington street, below Summer street, on Temple place, and on Winter street. The piano firms have established themselves on Tremont street, between Boylston street and Temple place. The art studios are mostly on or near Boylston street, with a few on Park street. Bromfield street is full of publication offices, with the religious publications very prominent. The lawyers are very much scattered, but Court street, Pemberton square, Tremont street, between Scollay square and School street, and the big buildings around the newspaper offices on Washington street, are full of them. The bankers will be nearly all found on State, Devonshire, and Congress streets.

RELIGIOUS CLUBS AND LIBRARIES.

At the corner of Beacon and Somerset streets are the Congregational Club-rooms and Pilgrim Hall. The Congregational library, in the fire-proof Hitchcock Hall, contains 30,000 volumes and 130,000 pamphlets, with numerous portraits of famous old divines. The American Board of Foreign Missions also has its offices and museum in the Congregational House. The new Church (Swedenborgian) Union has a library and reading-room at No. 169 Tremont street. The Episcopal Church Association's headquarters are at No. 5 Hamilton place. The Methodist headquarters are at No. 38 Bromfield street. At No. 25 Beacon street are the rooms of the American Unitarian Association. In Tremont Temple the rooms and offices of the Baptist societies are to be found. The General Theological Library is at No. 9 Somerset street. The old Boston library, a private institution of ancient origin, with a collection of about 25,000 volumes, is located at No. 18 Boylston place. The Young Men's Christian Association (evangelical) has handsome headquarters at the corner of Berkeley and Boylston streets, and the Young Men's Christian Union (under Unitarian auspices) has an elegant home at

No. 20 Boylston street. The reading-rooms of both these last-named organizations give a free welcome to visitors.

PLACES OF AMUSEMENT.

Boston is distinguished for the number and excellence of its places of amusement. The Boston Theatre, on Washington, near West street, has one of the largest auditoriums in the world, with seats for 3000 persons. Its stage is unusually large, being 67 feet deep from the curtain, and the curtain opening is 48 feet wide. It is conducted under the sole direction of Mr. Eugene Tompkins, and its attractions are always first class. On the opposite side of Washington street, near the corner of Essex street, is the Globe Theatre, another elegant temple of the drama, with seats for 2200 persons. It is under the management of Mr. John Stetson, and provides a regular succession of popular bills. The Park Theatre is smaller, with seats for 1184 persons, and has its entrance almost opposite that of the Globe. It is a compact playhouse, and is very successfully conducted by Messrs. Henry E. Abbey and John B. Schoeffel. Farther up town, on Hollis street, with its entrance a few steps from Washington, is the Hollis Street Theatre, built on the site of the historic Hollis Street Church. It is another small but well-appointed house, with seats for 1650 persons. It is admirably managed by Mr. Isaac B. Rich, and always offers standard attractions. Going still farther South, there is another fine theatre, the Grand Opera House, with its entrance on Washington street, about two minutes' walk from the corner of Dover street. It is under the management of Messrs. Proctor & Mansfield. Returning to the heart of the city by way of Tremont street, the newest theatre in the city — the Tremont — will be found on the site of the old Evans house, between Boylston and Mason streets, opposite the Common. Its interior appointments are remarkably fine, and its managers, Messrs. Abbey & Schoeffel, have made it a notable success. Continuing up Tremont street, the Boston Museum next claims attention. It has two entrances, both on Tremont street, between School street and Scollay square. It is the oldest of the existing city theatres, and one of the most perfectly built and equipped in the country. It seats 1500 persons, and under the management of Mr. R. M. Field, it has gained a unique reputation as the home of sterling comedy. It is the only theatre in the city that still maintains a stock company. The list of Boston playhouses is completed by the Howard Athenæum, a variety theatre, located on Howard street,

near the Revere House. It is the favorite theatre of the "Gallery Gods," and its scale of prices is lower than that of the other theatres. Under the management of Messrs. William Harris & Co., it caters with marked success to the popular taste for stirring melodrama and varieties. Besides these playhouses, many popular entertainments are held in Music Hall, entered from Winter street and Hamilton place, and which seats 2600 persons. It is the largest and finest hall for concert purposes in the city. Tremont Temple, with its entrance opposite Tremont House, is another large and well-equipped hall, seating 2600 persons, and very much used for popular concerts, lectures, etc. Yet another famous building where shows, fairs, and operatic performances are frequently held is the Immense Mechanics' building, on the corner of Huntington avenue and West Newton street, in the Back Bay district. It covers the space of more than 96,000 square feet, and its main hall is the largest in the city, having seats for 8000 persons. Besides these already mentioned, there are a large number of small halls and several "Dime" museums, whose curious attractions will be found advertised from day to day in the newspapers.

The Boston Base Ball grounds, which is the most popular of all the city's summer places of amusement, are located on Walpole street, leading from Tremont street, at the South End, and is easily reached by street cars from any point. The club was organized in 1871, and its headquarters are at No. 765 Washington street. The grounds are provided with excellent accommodations for spectators, and when the Red Stockings are playing one of the League games it is usually watched by from 10,000 to 14,000 persons. Such a game is one of the chief sights of the city. Games are always announced ahead in all the daily papers.

THE STREET CAR SERVICE.

Boston has a mixed system of street railroads — partly electric cars and partly horse cars. The fare is always five cents anywhere within the city limits.

Cars leave the Tremont House every few minutes for Dorchester, Grove Hall, Jamaica Plain, Park street (via Huntington ave.), Brookline, Longwood, Allston, and Chestnut Hill. These are mostly electric cars.

Cars leave the corner of Franklin and Washington streets every few minutes for Egleston Square, Forest Hills, Mount Pleasant, Upham's Corner, Meeting House Hill, Milton Lower Mills, Neponset, and Park street (via Dorchester ave.)

THE VISITOR'S GUIDE TO BOSTON.

Cars leave Scollay Square every few minutes for the Back Bay, City Point (South Boston), Eighth street (South Boston), Prospect street (Cambridge), Highland avenue, Cambridge, Malden, and Medford. The longer-distance cars (like Medford and Malden) start half-hourly only.

Cars can be taken at any point on Tremont street for the ferries and depots every few minutes, and also at any point on Washington street.

Cars leave Temple place for the Bunker Hill district every few minutes.

Cars leave Bowdoin square (in front of Revere House) every few minutes for Allston, Baldwin street, Brighton, Central square, Clarendon Hill and Park square, Dover street, Harvard square, Mt. Auburn, Newton, Watertown, River street, Prospect street and Spring Hill (Somerville). The long-distance cars runs half-hourly only.

Electric cars leave Park square (front of Boston & Providence R. R. depot) for Harvard square, Cambridge.

STEAMSHIP SERVICE.

Steamers leave Boston daily for Portland, from India Wharf; for Eastport and St. John, three times a week, from Commercial Wharf; for Bangor, three times a week, from Lincoln's Wharf; for Halifax, N. S., twice a week, from Nickerson's Wharf; for New York, three times a week, from Central Wharf; for Philadelphia, twice a week, from Long Wharf; for Norfolk and Baltimore, twice a week, from Central Wharf; for Savannah, weekly, from Nickerson's Wharf; for Liverpool (Cunarders), every Saturday, from Cunard Wharf, East Boston. There are, also, in the summer, steamboats daily between Boston and Plymouth, Gloucester, Provincetown, the Kennebec, Nahant, Hingham, Hull, Pemberton, Downer's Landing and Nantasket Beach.

RESTAURANTS AND CAFES.

It is important to a visitor to know where he can find a good meal at short notice. The Parker House on School street has both a dining room and a café, where meals are served at all hours on the European plan. So also has Young's Hotel, near the Old State House. The Adams House has a first-class dining hall and café. Among the good but less expensive restaurants are the Boylston

Café, 196 Tremont street; Brooks' at 467 Washington street, Copeland's at 128 Tremont street (these last-named two places are favorite ladies' resorts). Weber's and Dowling's on Temple place, and Fera's at 162 Tremont street are also popular with the ladies. Ober's Parisian restaurant, at 4 Winter place, is unexcelled as a gentleman's place of refreshment; its cookery is in the best French style. There is good Italian cookery at Vercelli's, 88 Boylston street. First-class beefsteak and chop-houses are the Park House, Bosworth street, and the Coolidge House, Bowdoin square. Marston's at 29 Brattle street, the Crawford House cafe at the head of Brattle street, the Quincy House cafe at the other end of Brattle street, near Washington street, Fellner's at No. 9 Exchange place, and Gilman's, 50 Summer street, all serve good meals to order at moderate prices. The Tremont House cafe and the Revere House cafe are both in the same category, furnishing excellent fare at reasonable figures. A very popular place is Thompson's temperance lunch rooms, near Young's Hotel. It faces the head of State street, and hundreds of business men take hasty stand-up lunches daily at its counters.

CHARLESTOWN.

Before taking up our suburban drives we must not forget to take a stroll over in Charlestown, so fragrant with memories of Bunker Hill. It is now a part of Boston and is officially known as the Bunker Hill district, though it is practically distinct from the city proper. Here are located the State Prison, the Navy Yard, now, however, in a state of neglect, and many other points which carry us back to early times. Starting from Scollay square, we take a street car of the Lynn and Boston Railway, pass down New Washington street to Haymarket square, past the BOSTON AND MAIN PASSENGER STATION, then down Charlestown street, and when at the corner of Causeway street we look to the left and see the towers of the BOSTON AND FITCHBURG STATION. We continue on across the Charles River bridge, from which a view is obtained of the Navy Yard on the right, easily distinguished by the large ship-houses, and men-of-war lying at anchor. In a short time we arrive at the Navy Yard. From here we go up to

BUNKER HILL MONUMENT.

From the summit of the monument a rare sight may be seen, a panorama embracing from the north, the cities of Everett, Malden and Somerville; from the south, a bird's-eye-view of Boston; from the west, Cambridge, Arlington, Watertown and Belmont. On a clear

day one can distinctly discern Mount Kearsarge and the White Mountains in New Hampshire.

If we choose we can take the horse cars to Chelsea, after our sight-seeing at Bunker Hill, and return to Boston by ferry boat, passing by the Navy Yard and viewing the docks and warehouses along the shore of East Boston.

EAST BOSTON.

It will repay us also to visit East Boston. At Scollay square we take a horse car to the ferries. There are three ferries to East Boston. The People's Ferry, farthest north, is known as the North Ferry. That from Commercial street and Eastern avenue is the South Ferry. The Boston, Revere Beach and Lynn Railroad Company also have a ferry to East Boston, which gives the passenger a full view of the immediate harbor of Boston, and the whole harbor lines of East and South Boston. On leaving the landings of the North or South ferries, a short walk brings us to Maverick square, the business centre of East Boston. We can then visit the great docks of the Cunard Steamship Company, on foot or by conveyance. The sectional dry-docks, the mammoth grain elevators and the extensive Atlantic Iron Works, are also well worth inspecting. One of the finest water-views is to be had on the high ground of Webster street. Should time and means permit, the drive to the famous Point Shirley across the island will be found most beautiful. If the summer's afternoon is at our command we can take the Lynn and Revere Beach cars and enjoy a rare ocean view ride along the beach to Lynn.

Should we wish to return to Boston by land we can take the horse cars, going around by way of Chelsea and Charlestown to our starting point at Scollay Square.

SOUTH BOSTON—CITY POINT.

No suburb has really so much local interest for the rank and file of Boston's citizens as South Boston and its terminal resort, City Point. The extensive iron industries along the shores of South Boston have suffered somewhat of dilapidation, through the centering of iron manufacture farther South and West in the country; but some of these once flourishing establishments are grand, even in their decline, and remind us of the days of the war, when some of the greatest iron-clads of the day were floated in South Boston, and when the heaviest guns ever cast in this country were turned out there.

But that which still makes South Boston a point to which thousands flock on Sundays and other days is the fact that City Point is the great center of yachting and boating. Here were turned out the famous yachts *Puritan* and *Mayflower*, at the yards of George Lawler & Son. Besides the Lawler establishment, there are several other similar ones, while yachts, great and small, ride in an immense fleet off City Point in summer.

Inspired by the boating and yachting interest, and aided by the magnificent water view which City Point affords, scores of hotels line the water front and cater to the thousands of visitors who frequent them to enjoy clam and fish dinners, or view the splendid yachting panorama from their galleries. At the extreme end of the Point an immense pier projects seaward, which is lined by great throngs on Sundays, who come to enjoy the ocean air and witness the interesting spectacle afforded by hundreds of flitting white-wings.

In South Boston are located the School for Idiotic and Feeble-minded Children, on Eighth street, the City Asylum for the Insane, and the Suffolk County House of Correction on First street. Near the junction of Broadway and Emerson streets will be seen the famous Perkins Institution for the Blind, formerly presided over by the learned and philanthropic Dr. Samuel G. Howe.

A marine park is in prospect at City Point, and when it is finished it will give Boston a water suburb of unsurpassed beauty.

South Boston is reached by cars running through to City Point, the terminus, from Scollay Square, from Battle street, from Old South Church corner, and from Park Square in front of the Providence Railroad station. There are two routes, one of which may be selected each way. That through Broadway is the more pleasant of the two.

A visit to Boston in summer which does not take in City Point, with its splendid views and aquatic activity, will leave out one of the cheapest and most accessible of suburban trips.

TRIPS ON WHEELS.

We have thus far been enjoying the sights on foot with the aid of the horse cars and ferries. We now offer some excellent drives, which, if followed, will save the visitor from being overtaxed in purse. By adopting the tours which we suggest, the sight-seer has but to order the driver upon one of our routes, any deviation from which will be readily noticed. Otherwise one must rely entirely upon the hack driver, who is told that he must "show the sights,"

which he does in a more or less complete manner, as a general thing in the following fashion: if hired by the hour he will drive very slowly; if by the route he will drive as quickly as possible, not taking the trouble to go out of his way, if necessary to show some point of interest, for he is intent on getting through "the job" as soon as possible. In neither case will he take the pains to explain as he goes along. To the holder of our guide this will not be necessary, inasmuch as we have endeavored to draw attention to, and explain *every* point of interest, which the limited space at our disposal in such a small book would allow. As a dictionary without examples is a skeleton, the same thing must be doubly true of a guide book without a regular system of comprehensive routes, both city and suburban. We have endeavored to make this guide book as accurate and as nearly complete as possible. How well we have succeeded must be left to the appreciation of the reader.

PUBLIC CARRIAGES.

Within the city proper, that is, between State, Court, and Cambridge street on the north and Dover and Berkeley street on the south, the fare for a hack is 50 cents for each adult. From points south of Dover street to points north of State and Court streets, the hack fare is \$1, with fifty cents extra for each additional passenger. From midnight to 6 A. M. double these rates are charged. The cabs of the Boston Cab Company charge exactly half of these rates. Herdicks charge 25 cents per head for rides within the city proper, and proportionately for longer distances. Hacks can be hired for long trips at \$1.00 an hour.

DRIVE NO. 1.

BEACON STREET, CHESTNUT HILL RESERVOIR, BROOKLINE, ROXBURY, MILLDAM RACING.

Leaving the Brunswick, which is one of the most select and fashionable of hotels, and located in the aristocratic part of the city, we start upon our first drive. The hotel is on Boylston street, and turning to the right into Dartmouth street, we drive as far as Beacon street, going through its entire length. This street is now about five miles long, and terminates at the monument arch, the gateway of the

CHESTNUT HILL RESERVOIR,

which is surrounded by a fine and very broad macadamized boulevard. The grounds are very handsomely laid out, and this drive is

one of the most charming out of Boston. Here in pleasant weather you will meet the fashionable world and gentry, in their gay equipages, enjoying the fine drives around the large and magnificent basins. The road which skirts the basin, at times runs close to the water, separated only by the greensward and undulating pathway; then it rises to a comparatively high altitude for this region, over small hills, affording one a view of the broad sheet of water which is so soon to pass into the heart of the city. Boston, although now admirably supplied with water, will soon have another reservoir.

Having driven around the boulevard, if not wishing to return to town by way of Beacon street, there is a road that takes us through Brookline and Roxbury into Tremont street in Boston. We now drive down Tremont street as far as Chester Park, on the left, through which we reach Columbus avenue, and thence as far as Dartmouth street on the left, where we turn into Boylston street and alight at the hotel.

The Milldam road, which is Boston's fashionable sleighing road in winter, branches out of Beacon street on the right and extends to Brighton, where there are two spacious hotels, famed for their refreshments, mulled wine and mugs of flip.

DRIVE NO. 2.

WALNUT AVENUE, FOREST HILLS CEMETERY, JAMAICA PLAIN, JAMAICA POND, ELIOT SQUARE.

We will begin this drive at the Conservatory of Music, on Franklin square. As preliminary to the main drive, however, we will pass down to the Church of the Immaculate Conception (Roman Catholic), only a block away, on the corner of Harrison avenue and East Concord street. The interior of this church is extremely rich and impressive. It is noted among the city churches for its fine music. The Boston College (Roman Catholic) adjoins it. It was founded in 1860, and its fine buildings and grounds are valued at over \$200,000. It has full power to confer degrees, except medical degrees, and its course is long and thorough. Several students' societies are connected with it. It holds a leading place among higher educational foundations. Nearly opposite is the Homœopathic Hospital and Massachusetts Medical School, while occupying the block between East Concord and Springfield streets are the buildings of the City Hospital. While visiting churches it would be well to go down Washington street, a little way from the Conservatory, to the corner of Union Park street, where is located the Holy Cross

Cathedral, a massive and imposing structure. It covers over an acre of ground, its greatest length being 364 feet, with a breadth of 170 feet. It is in the simplest form of early English Gothic architecture, and was built between 1867 and 1875. The great towers are to be surmounted by spires, respectively 300 feet and 200 feet high. The nave is 95 feet high to its vaulted roof of oak, and is separated from the aisles by two rows of clustered metallic pillars, bronzed and polished, between which are Gothic arches. Near the octagonal apse are several chapels, the costly high altar, the arch-episcopal throne, the chantry, and the beautiful Chapel of the Blessed Sacrament. The stained glass windows are especially beautiful. The superb organ is the fifth in size in the world, having 5,292 pipes and nearly one hundred stops. Under the building are chapels and class-rooms, and the crypt for the burial of bishops. The arch-bishop's residence is back of the Cathedral on Harrison avenue.

We will now drive up Washington street to Boston Highlands. We pass the West End car stables on the left, taking the second left-hand turning beyond, which is Warren street. A short distance brings us to a little Swedenborgian chapel on the right, and directly opposite is a stone edifice, built upon the site where once stood the homestead and birthplace of General Warren, the Revolutionary hero, from whom Warren street derives its name.

Not far from the Warren House we come to Walnut avenue, which is the first broad road branching to the right. This avenue is macadamized, and fine residences and country scenery are on both sides. On the left is the palatial residence of the late Horatio Harris, near to which is that of Mr. Williams, two of Boston's merchant princes. About a mile from these elegant places is Forest Hills avenue, which, turning to the left, leads to the beautiful Forest Hills Cemetery. Passing through the imposing arch, which forms the gateway, we find ourselves in one of the most picturesque of modern American cemeteries, which are conceded as being the finest in the world. Forest Hills is considered superior to Mount Auburn in many respects. It is naturally not so crowded as the latter, being newer. The remains of General Warren, the martyr of Bunker Hill, which were first deposited in the old Granary Burial Ground in Boston, have been removed to the Warren family lot, on Mount Warren, in Forest Hills.

On our return we drive down Forest Hills street, into Shawmut avenue, taking the left hand turning, which brings us to Jamaica Pond, where the old Curtis homestead stands — built in 1638. This is the oldest house in New England. We now turn down

Pond street, which leads around Jamaica Pond. At present large quantities of ice are gathered from this pond, which is also one of the favorite skating resorts in winter, while in summer it offers many attractions for boating, rowing and fishing. There are a great many superb residences along the borders of this pond, mostly the private residences of Boston merchants. Having "swung around the circle," we come to a broad avenue, along which we follow the car track into Boston Highlands to Hogg's bridge, and then turning into Centre street, which is the first right-hand road, we find ourselves in Elliot square. Looming up before us is the First Church, better known as the late Dr. Putnam's. This is the most aristocratic church in the Highlands. Resuming our drive, we pass, on the right, the Norfolk House, one of the most popular family hotels near the city. This is the terminus of the Norfolk House cars, and is within easy access of the city. Continuing, and turning into Washington street at the left, we follow down to Franklin square, and alight at our starting place.

DRIVE NO. 3.

BOSTON AND ALBANY DEPOT, WARREN STREET, WALNUT AVENUE,
DORCHESTER, MILTON LOWER FALLS, MILTON AND QUINCY.

A most enjoyable trip now awaits the tourist, which in some respects surpasses any of the other drives to the environs. This is a drive to Milton. During our peregrinations our love of change finds us located at the United States Hotel, on Beach street.

THE UNITED STATES HOTEL is situated directly opposite the Boston and Albany railroad depot, only three blocks from the Old Colony depot, not far from the New York and New England, and Providence and Stonington railroad stations. This house is also located at the terminus of all the Southern and Western Lines, and only ten minutes' walk from all the great fashionable retail establishments, theaters, and places of amusement. Twenty-six hundred horse-cars pass three sides of the house, bringing it into direct connection with every Northern and Eastern Railway and Steamboat Line, as well as the attractions of the

CITY, SEASHORE AND SUBURBS,

thus making it a convenient place to stop at upon arriving, as it SAVES MANY CARRIAGE FARES. Guests arriving in the early morning will find convenient toilet rooms, and rooms where parcels may be left or sent without charge. Guests arriving by the Boston and Albany Railroad, have only to go one block. From the Old Colony,

New York and New England, or Providence Depots, it is only a three minute walk. From the Northern and Eastern Lines take a carriage or horse cars marked "Boston and Albany and Old Colony," which pass the hotel every five minutes.

Leaving the United States Hotel, and passing up Beach street, we turn into Washington street to the left, passing over Boston Neck to Warren street, Boston Highlands, into which we turn, where on the right stands the palatial residence of one of Boston's influential merchants, Mr. Isaac Fenno. We drive on until we come to a fork in the road, where we take the left-hand turning, which is called Washington street, Dorchester.

The first notable object is Dr. Cullis' Home for Consumptives. This establishment is maintained after a manner similar to that of Dr. Miller, of Bristol, England; that is, by faith in the efficacy of prayer. Visitors are most welcome. We are now in Dorchester, and a short distance further on is the residence of the late Hon. Marshall P. Wilder, whose conservatories are reputed to be the finest in the state. Passing several other fine estates, we come to

MOUNT BOWDOIN,

where on the right opens a very delightful country view, while farther on to the left are seen fine old estates, with closely shaven lawns and trim drive-ways.

On we drive, and now what a grand panoramic view is that which presents itself! To the right are the soft and hazy Blue Hills, stretching away in their romantic beauty and grandeur as far as the eye can follow; to the left the land, dotted with apple orchards and comfortable homesteads, slopes from the roadside to the waters of Dorchester Bay. And, far beyond, the islands appear like so many emeralds upon the bosom of the limpid waters. From here a brisk trot brings us to the fine old-fashioned place on the right, called the Deacon Codman estate, with Dr. Codman's church on the left. Leaving these behind, we come to

MILTON LOWER FALLS.

Crossing the Neponset River, we ascend Milton Hill. The salubrity of the air, the beauty of the scenery, and the pleasant drive fill us with delight and inspiration. From here, should a longer drive be desired, a half hour will bring us to the quaint old town of Quincy, noted as the birth-place of both the Adams and Quincy families. Returning to Boston we pass over Mount Wollaston, through Neponset avenue into Dudley street, and to Boston Highlands; from thence down Washington street to Beach street and the United States Hotel.

DRIVE NO. 4.

HARVARD UNIVERSITY — CAMBRIDGE ELM — MOUNT AUBURN CEMETERY — WATERTOWN.

Another most interesting drive remains to us, and this time we will take our departure from the Tremont House, driving out through Beacon street, and over the Milldam, as far as Cottage Farm Station, where we turn to the right, crossing the bridge leading to Cambridgeport. At the end of the bridge, on the right, is the residence of the late Professor Clark, the inventor and manufacturer of the largest and most powerful telescope in the world. His observatory and huge telescope may be seen in his grounds. We continue up this street, which enters into Main street, turn to the left and drive past

HARVARD UNIVERSITY,

which will be seen on the right, with University Square on the left, at which place we observe a handsome monument, **THE SOLDIERS' MONUMENT**, by Cobb Brothers. Historical attraction of no mean character is attached to Cambridge. It was here that the first college in America was established. In the President's house the first printing press was put up in 1639. A little further on from the square we come to an old and very large elm-tree, the sole survivor of an ancient forest that originally covered all this part of Cambridge. Upon the 3d of July, in the memorable year A. D. 1775, Washington took command of that army of patriots, the Continentals, under this venerable elm. An inscription perpetuates the remembrance of the period when Washington had his headquarters there.

A short distance from the "Elm" is the house once occupied by General and Lady Washington, and the house of the late Henry W. Longfellow. A centennial tree was recently planted here, the Common being selected as the most available and appropriate spot. Besides, it is the geographical centre of Cambridge, and will forever remain an open space. The project was in the hands of the Committee of Public Property, and under its direction, Mr. White, the City Forester, selected a young elm-tree as a memorial, which was transplanted with appropriate ceremonies. Continuing we reach

MOUNT AUBURN CEMETERY,

which is on the left, and is open to the public on week days only. The ground occupied by this cemetery was originally intended as a Horticultural Garden. It was consecrated in 1831, and ranks as

one of the finest cemeteries in the country. Many elegant and artistic monuments of private citizens adorn the grounds, which cover an area of nearly one hundred and thirty acres. There is a small and very graceful chapel, several small lakes, flowery vales, and everything calculated to make the place beautiful. The cemetery can be reached by horse-cars from Bowdoin Square, either by the Newton or Watertown cars.

A short and pleasant drive brings us to the elegant country seat of the late Alvin Adams, president of the renowned Adams Express Company; also to the residence of another representative gentleman, the late John P. Cushing. Mr. Cushing's grounds are very extensive, and filled with rare exotics. From Watertown we turn to the right, which brings us to Arlington, where can be seen some of the most extensive market gardens in the world. We then drive down North avenue, a wide and elegant avenue, leading into old Cambridge. After passing the colleges, this time on the right, we continue to Cambridge street. At the end of the bridge we turn to the right, into Charles street, continuing on through Beacon street and back to the Tremont House.

HARBOR EXCURSIONS.

No guide to Boston would be complete which omitted her beautiful harbor and the charming excursions which are offered to the sojourner. Boston harbor affords more opportunities for enjoyment than any other harbor on the coast. Steamers pass the forts and many of the islands several times each day. At Hull, Downer Landing, Nantasket Beach, Hingham and Nahant are several good hotels, where fish dinners can be obtained, and if the visitor is fond of the sport of fishing, he will find good substantial boats with competent skippers to take him to the fishing grounds. All the appliances for their sport are furnished, such as lines, bait, etc., and a half hour's sail will in most cases carry him to the spot where deep sea fish are caught. This can all be accomplished in time to return to the hotel with his appetite sharpened by the invigorating sea breezes. Besides, clam-bakes can be had in perfection at all of these points, and the visitor can also enjoy a sea bath. Nothing can be more enjoyable than to start in early morning for a sail among the islands, then to the fishing grounds, which are about ten miles distant, where we may catch cod and haddock, occasionally a small halibut. Thanks to the culinary facilities on board these yachts, one is enabled to have a delicious chowder, or if preferred a steaming dish of fried or boiled fish.

A delightful sail back to the city, arriving back at the starting point at an early hour closes the day's pleasure and sport.

DOWNER LANDING, MELVILLE GARDEN, AND WALTON GROVE.

Situated within pleasant distance of the city, this resort claims to be one of the most attractive among the many places, which so many thousands of Bostonians visit daily, during the long, sultry days of summer. The steamers of the Boston & Hingham Steamboat Company make six trips daily from Rowe's Wharf, to Downer Landing and only sixty cents is charged for the round trip, with admittance to the garden. Passing the Islands and Forts, and arriving at our destination after a delightful sail of about an hour, we are well prepared to enjoy the results obtained by the late Mr. Downer, and we realize in everything a perfect

ELYSIAN FIELD,

for the tourist or pleasure seeker. The grounds of the garden cover over ten acres, and here can be found every variety of amusement, such as bowling and shooting alleys, swings, flying horses, etc., with an excellent restaurant, large and elegant music hall, bathing houses, and suits to let at moderate prices; also row boats and yachts to let, with reliable skippers. The buildings and pagodas are of Swiss and Indian architecture, so that one can easily imagine himself among the chalets of Switzerland. In fine weather, visitors find great amusement in dancing, as a fine brass band performs during the morning, while the afternoons are devoted to dancing in the music hall. The great novelty to strangers, however, is Clam Bake Pavillion, where a GENUINE RHODE ISLAND CLAM BAKE is served every day at 12 and 4 o'clock for the moderate price of 50 cents. Upon a spot selected for the purpose is a large enclosure, so as to enable visitors to see the process. Steam-coils are laid, the steam being furnished from a boiler and engine, in a small building near by. The coil is covered with rock weed, about two feet deep, and the clams are then placed upon it and the steam turned on, when they undergo the process of baking, which occupies about thirty minutes. When the feast is ready the guests are called together by a steam whistle. Improvements to these grounds are constantly being made. One of the latest is

THE DAM ACROSS WALTON COVE,

a beautiful lake, together with the lake adjoining. This sheet of water is suitable for boat-rowing at all times of tide. A picturesque

RAGGED ISLAND,

has also been added recently to the gardens, and a ferry-boat will run to the Island, one-quarter of a mile; fare 10 cents for the round trip. Several buildings have been erected upon this Island, such as rural summer houses, a soda pavillion, and a large stall to protect visitors in case of rain. The shore is very bold and rocky and the water view of the bay is exceedingly grand. The garden is not open to the public on Mondays, that day being reserved for private parties. Societies can engage the Garden Mondays, upon application at the office on India wharf.

NAHANT.

This famous aristocratic resort can be reached by a steamer at India wharf for 25 cents. One of its chief attractions is the Maolis Gardens. The main beauty of the place is in its fine residences and noble beach, across which one must drive by all means. There are public conveyances in which one can drive the entire length of the beach, thus giving a magnificent view of the islands in the harbor. This drive may be profitably extended to Swampscott, which has now become a well-known and fashionable watering place; then across the beach again to Lynn, taking here the Revere Beach R. R. to Boston.

SEA SIDE RESORTS.

MAGNOLIA SWAMP, OLD PLYMOUTH, FISHING PORT OF GLOUCESTER, COD, HADDOCK, AND HALIBUT FISHERIES, CRESCENT BEACH, NAHANT, AND DRIVES AROUND CAPE ANN.

GLOUCESTER.

One of the oldest cities in the State, with its fine hotels and many curiosities, is Gloucester, too well known to need any special description. The route to Gloucester by water, for beauty of scenery is unsurpassed. Leaving Central wharf, the steamer passes Fort Independence and Fort Winthrop; thence up Weymouth River, past Hull, Fort Warren, Boston Light (in sight of Minot's Ledge Light-house), Half-way Rock, Manchester shore, Magnolia, and the Reef of Norman's Woe, to Gloucester. The town can also be reached by the Eastern railroad direct to Magnolia, where there is a new and very good hotel, the Magnolia house. From here we go to the **MAGNOLIA SWAMPS**, which derives its name from a large tract of swampy land covered during certain seasons with Magnolia trees, and which fill the air with their fragrance for a long distance. dr

ing the blooming season. This is the only spot in New England where the *Magnolia* tree flourishes, and is visited by thousands of people during the season.

A short distance from the swamp is the celebrated fishing port of Gloucester, situated upon the bay, with a fine harbor, and noted for its fisheries. A large fleet of fishing vessels are fitted out from here every year to pursue their vocation on the Grand Banks. During the summer months they catch mostly cod and haddock, which are cleaned and well salted, and then dried upon fish flakes on the land.

From *Magnolia*, a small omnibus conveys one to CRESCENT BEACH, a most delightful and romantic seaside resort. On the beach stands Mrs. Knowlton's hotel, which, in itself, is a sufficient recommendation for those who have already sojourned at this comfortable house. To all others, suffice it to say, that Mrs. Knowlton superintends in person every department of her house.

One day can be profitably devoted to driving through the town of Gloucester to Rockport, passing PIGEON COVE, where a charming view of the ocean can be obtained. The drive can be continued entirely around the Cape, a distance of eighteen miles. Another romantic drive is through Gloucester, across a fine hard sand beach, and through the grounds of the Niles estate, to the lighthouse upon the extreme end of EASTERN POINT, where bursts upon the view one of the most magnificent ocean panoramas to be seen upon the Atlantic Coast.

OCEANA, GLOUCESTER, EASTERN POINT, OCEANA POND.

Starting, for instance, from the Pavillion Hotel, drive through Main street to East Gloucester, keeping near by the water side, until arriving at the sandy beach, where are reached the boundaries of one of the most picturesque seaside residences on the New England coast, the Niles Estate, more popularly called Eastern Point, but named "Oceana" by the late proprietor. After crossing the beach and entering the grounds of the estate, we see upon the left a most wonderful and unique phenomenon,

OCEANA POND,

a sheet of fresh water, some forty acres in extent, and divided from the ocean by only a narrow strip of sea-beach. So very narrow is this strip, that during severe storms the angry waves, dashing upon the rocks, have thrown the salt spray over the beach and into this pond, which contains fresh water fish of all kinds. Driving down Niles avenue, a broad boulevard, we come to the ruins of a fort, which, similar to Van Trump's broom, swept the sea in this vicinity. At the extreme end of the point is

EASTERN POINT LIGHT.

Where we now stand, the ground being high, there is before our view one of the grandest of ocean panoramas; upon one side the bay and town of Gloucester; upon the other, and as far as the eye can reach, the mighty Atlantic spreads itself before us in all its grandeur. Thatcher's Island stands out with its two light-houses, like faithful sentinels, to warn the home-bound mariner of danger ahead. This ocean view is well nigh incomparable, as we see in fair weather the large ships with all sails set, majestically bearing away the products of our prolific soil; then inward bound East Indians, while the smoke of a Cunarder or other ocean steamer curls upon the horizon.

PLEASANT BEACH, COHASSET.

Take the Old Colony Railroad to Cohasset, which is about an hour's ride, to Kimball's Hotel, distant about two miles. Upon a summer day the most pleasant way of reaching the beach is by steamer to

NANTASKET BEACH.

In sailing down the harbor, which is one of the finest harbors on the Atlantic Coast, the beauty of the scenery, the cool, pleasant breezes and the various sailing craft—all contribute toward making one wish for eternal summer. Comfortably seated upon the deck of the steamer we are treated to a maritime panorama rarely to be equalled.

First upon the right comes

FORT INDEPENDENCE,

on Castle Island, which was erected in 1634, being the first attempt at fortification in the harbor, and having been built in honor of the King, was named Fort Castle William. It is historically stated that the ostensible reason alleged by the owners of the famous tea-ships for not putting to sea, was the guns of the castle, which they feared to pass. In 1776, when the Ministerial troops evacuated the city, they destroyed the works on the Island; but they were immediately rebuilt by the Americans, and, in 1798, in the presence of John Adams, second President of the United States, the name of the new fort was changed to Fort Independence. Upon the other side of the ship channel stands what is destined to be the most powerful fort in our system of harbor defence,

FORT WINTHROP,

which as the reader has already conjectured, was named after Governor Winthrop, in whose family possessions Governor's Island, upon

which the fort stood, remained until 1808, when a portion was ceded to the general government for the erection of a defence called Fort Warren. The new works are named Fort Winthrop, while the old name has been transferred to the lower fort. Farther down the bay on St. George's Island, stands the present

FORT WARREN,

which has earned for itself a world-wide reputation, from the fact that it was made the place of confinement of so many prisoners taken from the enemy during the late civil war, among whom were Slidell and Mason, the rebel commissioners to Europe, who were taken by Commodore Wilkes from aboard the Trent.

As we sail along we see to the left,

HULL AND DEER ISLAND.

Hull is a quaint little town, the smallest in New England, standing upon a natural breakwater, which protects Boston harbor. On Deer Island is the Home of Industry and Reformation—two buildings in one. They are municipal institutions, well worth inspecting, and as the visitor can go there at any time on visiting days with the steamer belonging to the city, by procuring a pass at City Hall, we would recommend a visit. Upon arrival at the Island, a small omnibus is in waiting at the wharf, to convey visitors to the buildings about the ground. Opposite may be seen Taft's Hotel, which is celebrated throughout New England for its game dinners. Continuing on in our steamer, we pass the Farm School on Thompson's Island. We soon arrive at Nantasket, where, as we said carriages are in attendance to carry us to Kimball's hotel, at

PLEASANT BEACH.

This is one of the noted sea-side resorts, being handsomely laid out with lawns, thickets and pleasant walks. It is situated by the broad Atlantic, with a full view of Minot's Ledge Lighthouse, which occupies the site of the one destroyed a few years ago in a terrific storm. On a clear day the north shore can be seen as far as Gloucester, while at night the

LIGHTS ON THATCHER'S ISLAND

may be seen looming up, easily recognized from the fact that there are two lighthouses very near together. Pleasant Beach is a promontory, the property of Mr. Kimball, and forms an enviable place for a residence, being free from dust and turmoil. It is a

popular resort for parties during the summer, as good facilities are afforded for yachting, boating, and fishing from the rocks.

Visitors will find that a ride over the Jerusalem Road, between Nantasket and Cohasset, is one of the cheapest and most elegant drives imaginable.

Not to be forgotten among the popular sea-side retreats, easily accessible from Boston, is

MARBLEHEAD.

This beautiful resort is becoming more and more frequented from year to year. The venerable old town, formerly one of the most prominent ports on the coast for whalers and fishermen, is very quaint and curious. But its safe and snug little harbor is cozy and picturesque beyond description when dotted, as it always is in summer, with every variety of trim and pretty sailing craft. Opposite the landing on the Neck, are the headquarters of the Eastern Yacht Club. Here are sailed the annual races, which bring into the harbor all the most fleet and beautiful pleasure yachts of the country. We can cross over to the Neck in the little steamer at the landing, or in a sailboat. The Neck is lined with elegant residences, and the beauty of the scene, with the gay little harbor behind us, the grand old ocean in the foreground, and the waves sporting with the rock-begirt shores at our feet, is bewitching.

The increasing popularity of Marblehead is but natural. For yachts in Boston Harbor, the trip to Marblehead makes just a delightful sail of about twenty miles, with a sure and safe harbor for a destination. This resort is also accessible in other ways, with small expense. We can take the train from Boston direct to Marblehead, at the Eastern depot, and arrive there in forty-five minutes. If we choose we can go there on the horse car, the whole distance, via Lynn, from Scollay square. The ride from Lynn, through Swampscott, on the open horse car is most delightful, and takes in the most exquisite scenery. Should one desire, he can enjoy a further horse car ride from Marblehead to Salem on his return, and then reach Boston by rail, or make another new horse car circuit around through Peabody, the entire way back to Scollay square. A very pretty way to go to Marblehead is to take the Boston, Lynn & Revere Beach Railroad to Lynn, and then enjoy the beautiful horse car drive to the old town. Doubtless many visitors will say, as many have said before, that taken for all in all Marblehead is the sweetest and most cozy seaside place for a quiet day's visit from Boston in summer that the whole coast affords.

OLD PLYMOUTH.

Old Plymouth will always be an attractive town for patriotic pilgrims. It has many ancient buildings, and a general flavor of the colonial times, in which it was the home of the Pilgrim Fathers and the headquarters of the colony which they founded. Take a train at the Old Colony railroad depot, and an hour and a half's ride takes you there. A visit to Pilgrim Hall, where many relics of the Mayflower and her famous passengers are preserved, is well worth making. The historic Forefathers' Rock, on which the Pilgrims landed, preserved under a canopy near Water street, is also an object of interest. More interesting still, perhaps, is the noble memorial statue to the Pilgrims, dedicated in 1888, which is one of the finest public art works in New England. It is situated on a high hill near the Samoset House, and is 81 feet high. Plymouth has a beautiful sand beach, looking out over the broad blue expanse of Massachusetts Bay. Public carriages can be easily hired at the Plymouth depot, and there are many beautiful drives to be had through the town and into the surrounding country. By all means take a drive to Manomet, which is a beautiful and popular summer resort that overlooks Cape Cod Bay, and is at the same time surrounded by the most picturesque inland scenery, in which large tracts of sweet-smelling pine woods are a prominent feature. Manomet is about seven miles from Plymouth, and, after seeing Pilgrim Hall, a drive to Manomet Bluff, stopping for refreshment at the Manomet House, and returning to Plymouth in time for an early evening train back to Boston, would make a delightful day's outing.

LEXINGTON AND CONCORD.

To reach Lexington and Concord, the famous towns where the first shots of the Revolution were fired, take the steam cars at the Boston & Lowell R. R. depot on Causeway street. Lexington is 11 miles and Concord 19 miles from Boston, and both of these historic places can be easily visited in one day. Lexington is a quiet village, built on one long street, terminating on the west in a broad green, on which stands the monument to the "Eight Embattled Farmers," who fell there on April 19, 1775. Concord is a livelier place of some 4000 inhabitants, and the picturesque Concord river runs near by. Walden Pond, made historic by Thoreau's writings, is in the neighborhood, and the house of the celebrated philosopher, Ralph Waldo Emerson, is an object of interest.

GAZETTEER OF MASSACHUSETTS.

We will now fulfill the promise made in our preface and give a full list of the principal towns in the state, with the population of each, compiled from the latest census returns, together with the county in which it is situated, the lines of railroad connecting it with Boston, the rates of fare, its stage and carriage connections, its distance, and the time required in reaching it. Of course rates of fare are liable to more or less frequent change, and methods of connection between points are sometimes altered, but if the tables should not prove absolutely exact in every instance they are as nearly so as any printed tabulation can possibly be. These are the only tables of this kind ever printed in a guide book, and they cannot fail to be of great every day convenience and value.

THE VISITOR'S GUIDE TO BOSTON.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Boxborough...	Middlesex,	348	Fitch *	36	\$.91	1 18
Blackstone...	Worcester.	5,436	NY & N.E.	119	2.85	4 32
Blandford...	Hampden.	934	B. & A.†			
Boston...	Suffolk...	390,883				
Boxford...	Essex...	840	B. & M.	98	.73	1 14
Bradford...	Essex...	2,106	B. & M.	33	.90	1 13
Braintree...	Norfolk...	4,040	O. C.	10	.25	4 00
Brewster...	Barnstable	934	do.	89	2.25	4 33
Bridgewater...	Plymouth.	3,887	do.	27	.70	1 14
Brighton...	Middlesex,	Annex	B. & A.	5	.10	1 14
Brimfield...	Hampden	1,137	do.	79	1.78	3 04
Brookline...	Plymouth.	20,783	O. C.	30	.50	4 43
Brookfield...	Worcester.	3,013	B. & A.	67	1.51	2 36
Brookline...	Norfolk...	9,198	do.	4	.09	1 13
Buckland...	Franklin...	1,700	Fitch.	123	3.21	5 15

* Stage from W. Acton. † Stage from Russell.

‡ Terminal for Railroads mentioned in this book.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Burlington...	Middlesex,	604	B. & L.*	13	\$.50	1 40
Cambridge...	Middlesex,	59,684	Fitch.	4	.08	13
Camden...	Norfolk...	4,340	B. & P.	/ 15	.35	40
Carleton...	Middlesex...	528	O. C.†	34	1.30	5 40
Carver...	Plymouth.	1,091	O. C.†	45	1.50	2 55
Charlestown...	Middlesex,	Annex	Five.	1	.05	03
Charlton...	Worcester.	1,823	B. & A.	53	1.31	2 15
Charlemont...	Franklin...	198	Fitch.	123	3.38	5 00
Chelsea...	Suffolk...	25,708	B. & M.	4	.10	12
Chesham...	Berkshire.	1,448	B. & A.	161	3.63	5 40
Chelmsford...	Middlesex,	2,304	B. & L.	33	.90	1 50
Chatham...	Hampden...	2,098	O. C.†	91	2.00	3 49
Chester...	Hampden...	1,318	B. & A.	136	2.84	4 20
Chilcopee...	Hampden.	11,516	B. & A.	101	2.37	3 10
Chesterfield...	Hampshire	693				5 00

* Stage 8 miles from Woburn. † No. division to Bedford. ‡ Stage at Plymouth
§ Stage at Harwich. ¶ No. & N. H. Stage at Willsburg, 20 cts.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Abington...	Plymouth...	3,668	O. C.	19	\$.47	1 00
Acton...	Middlesex,	1,786	Fitch.	27	.67	1 10
Acushnet...	Bristol...	1,071	O. C.	53	1.30	1 59
Adams...	Berkshire	8,248	B. & A.	168	3.74	6 10
Agawam...	Hampden	2,357	O. C.	181	1.55	2 06
Alford...	Berkshire	341	B. & A.*	450	4.50	7
Amesbury...	Essex...	4,403	B. & M.	43	1.15	1 50
Amherst...	Hampshire	4,199	N. L. N.†	104	2.85	3 49
Andover...	Essex...	5,711	B. & M.	23	.63	50
Arlington...	Middlesex,	4,673	B. & L.	6	.13	23
Ashburnham	Worcester.	2,058	Fitch.	60	1.33	2 45
Ashby...	Middlesex,	871	do. ‡	52	1.30	2 00
Ashfield...	Franklin...	1,097	do. §	123	3.75	4 00
Ashland...	Middlesex.	2,633	B. & A.	24	.57	53
Athol...	Worcester.	4,768	Fitch.	83	2.13	3 00

* Stage at Gt. Barrington, 5 miles. † Via B. & A.

‡ Stage at West Townsend. § Stage from Shelburne Falls.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Attleboro...	Bristol...	13,175	B. & P.	31	\$.70	1 05
Auburn...	Worcester.	1,363	B. & A.	50	1.12	2 00
Ayer...	Middlesex,	2,190	Fitch.	36	.93	1 23
Barnstable...	Worcester.	4,030	O. C.	73	1.40	3 15
Barre (P. N.)	B. & A.	2,093	B. & A.	105	2.44	4 00
Becket...	Berkshire	888	B. & A.	134	3.04	5 04
Bedford...	Middlesex,	831	B. & L.	15	.36	5
Belchertown	Hampshire	2,307	B. & A.	53	2.30	3 31
Bellingham...	Norfolk...	1,198	NY & N.E.	31	.89	1 15
Belmont...	Middlesex.	1,639	Fitch.	6	.11	25
Berkley...	O. C.	941	O. C.	39	1.18	2 00
Berlin...	Worcester.	890	B. & A.	40	.90	1 25
Bernardstown	Franklin...	980	Fitch.	112	2.45	5 56
Beverly...	Essex...	9,186	B. & M.	18	.40	43
Billerica...	Middlesex,	5,161	B. & L.	19	.38	48
Bolton...	Worcester.	876	O. C.	44	1.10	2 30
Bourne...	Barnstable	1,363	O. C.	55	1.40	
Boyston...	Worcester.		B. & L.	57	1.55	3 30

THE VISITOR'S GUIDE TO BOSTON.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Egremont....	Berkshire..	888	B. & A.	181	\$4.70	H. M. 7 15
Enfield	Hampshire..	1,010	B. & A.	97	3.60	8 20
Erving	Franklin...	873	Fitch.	91	2.39	3 43
Essex	Essex	1,732	B. & M.	28	.70	20
Everett	Middlesex...	5,823	B. & M.	3	.08	11
Fairhaven...	Bristol	2,880	O. C.	60	1.50	2 30
Fall River...	Bristol	56,870	O. C.	51	1.20	2 00
Falmouth...	Barnstable	2,520	O. C.	68	1.70	2 32
Fitchburg...	Worcester...	15,375	Fitch.	50	1.25	1 35
Foxborough...	Norfolk....	2,814	B. & P.	27	.83	8 53
Framlingham	Middlesex...	3,275	O. C.	23	.55	1 10
Franklin	Norfolk....	2,983	N.Y.N.E.	27	.69	1 15
Freetown....	Bristol	1,457	O. C.	46	1.05	1 40
Florida	Berkshire..	7,487	Fitch.	150	4.00	5 40
Gardner	Worcester...	7,283	Fitch.	65	1.66	2 34
Gay Head...	Dukes	180	O. C.*			

*Stage at Vineyard Haven, 10 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Georgetown..	Essex	2,299	B. & M.	31	\$.81	H. M. 1 23
Gill	Franklin ..	2,860	Fitch.*	96	2.96	4 00
Gloucester...	Essex	21,708	B. & M.	31	.85	1 23
Goshen	Hampshire	336	NH.&R. [†]	128	3.25	5 30
Gosnold	Dukes	193	O. C.†			
Gt. Barrington	Berkshire..	4,471	B. & A.	176	4.20	6 45
Granby	Hampshire	1,759	B. & A.‡	113	3.00	5 0
Granton....	Worcester...	4,496	B. & A.	38	.86	1 39
Granville....	Hampden ..	1,198	B. & A.	120	5.00	5 00
Greenfield...	Franklin ..	4,869	Fitch.	114	2.77	4 10
Greenwich...	Hampshire	532	R. & A.	104	3.45	4 15
Groton	Middlesex...	1,387	Fitch.	38	1.00	1 45
Groveland...	Essex	2,373	B. & M.	34	.88	1 30
Hadley	Hampshire	1,747	Stagell	120	3.00	5 00
Halifax	Plymouth...	530	O. C.	98	.70	1 08

*At Greenfield. †Stage at Williamsburg, 6 miles. ‡Naushon Island, 13 miles N. W. of Edgartown. §At Holyoke. †At Westfield, 13 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Chilmark....	Dukes	419	O. C.*	123		H. M. 1 48
Clinton	Worcester...	8,945	B. & A.	45	\$1.40	5 40
Clarksburg...	Berkshire..	708	Fitch.†	145	4.00	5 11
Conasset....	Norfolk...	2,216	O. C.	22	.55	5 00
Colrain	Franklin...	1,906	Fitch.†	119	3.14	5 58
Concord	Middlesex...	3,737	Fitch.	20	.50	
Conway	Franklin...	1,573	Fitch.‡	119	2.35	
Cottage City.	Dukes	709	O. C.‡			
Cummington	Hampshire	805	NH. & N.	138		4 35
Dana	Worcester...	665	B. & A.†	137	3.50	4 25
Danvers	Essex	7,091	B. & M.	19	.45	55
Bedham	Norfolk....	6,641	B. & P.	11	.20	30
Deerfield....	Franklin...	3,043	Fitch.	108	2.72	4 40
Dennis	Barnstable	2,923	O. C. †	81	2.70	3 54

*Steamer at Wood's Holl. †Stage at No. Adams. ‡Stage at Shelburne Falls. §Stage at Bardwell. †Steamer at Wood's Holl. ‡Stage at No. Dana, 3 miles. †Stage at Yarmouth.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Dartmouth...	Bristol	3,448	O. C.*	63	\$2.00	H. M. 2 30
Dighton	Berkshire..	1,782	O. C.	6	1.00	1 44
Dalton	Suffolk	2,113	B. & A.	145	3.29	5 33
Dorchester...	Worcester...	2,905	N.Y.N.E.	5	.13	17
Douglas	Norfolk....	2,664	do.	48	1.20	2 00
Dover	Worcester...	2,742	do.	16	.38	51
Dundley	Middlesex...	431	B. & L.	66	1.50	3 15
Dunstable...	Middlesex...	1,927	B. & L.†	38	1.30	1 27
Dracut	Plymouth...	1,924	O. C.	24	1.00	1 15
Duxbury....	Plymouth...	2,312	O. C.	38	.95	2 02
E. Bridgewater	Barnstable	638	O. C.	25	.50	1 25
Eastham	Hampshire	4,291	B. & A.	97	2.45	4 21
Easthampton	Bristol	3,943	O. C.	119	2.73	4 05
Edgartown...	Dukes	1,165	O. C.‡	24	.55	1 06

*Stage at New Bedford. †Annex to Boston. ‡Steamer from Wood's Holl. †Stage from Lowell, 2 miles.

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Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Lancaster...	Worcester.	2,050	Fitch.	44	\$1.65	H. M. 9 00
Lee.....	Berkshire.	4,974	B. & A.*	163	3.20	6 26
Lelcester.....	Worcester.	2,923	B. & A.*	50	1.50	1 50
Lenox.....	Berkshire.	2,134	B. & A.*	159	3.30	6 25
Leominster.....	Worcester.	5,297	Fitch.	45	1.15	9 00
Leverett.....	Franklin.	779	B. & A.	168	3.70	4 17
Lexington.....	Middlesex.	2,718	B. & L.	11	.24	39
Leyden.....	Franklin.	447	Fitch.†	123	3.25	5 00
Lincoln.....	Middlesex.	907	Fitch.	17	.40	4 19
Littleton.....	Middlesex.	1,067	Fitch.	33	.79	1 19
Longmead'w.	Hampden.	64	B. & A.	1.9	2.55	3 00
Lowell.....	Middlesex.	1,649	B. & L.†	98	.70	52
Ludlow.....	Hampden.	45,867	B. & A.	105	4.50	3 44
Lynn.....	Essex.....	788	B. & M.	11	.30	29
Lynnfield....	Essex.....		B. & M.	12	.35	34

* Stage from Worcester, 6 miles.
† Stage 9 miles from Greenfield.
‡ B. & L. and B. & M.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Lunenburg....	Worcester.	1,071	Fitch.	49	\$1.05	H. M. 9 00
Malden.....	Middlesex.	16,407	B. & M.	5	.12	17
Manchester....	Essex.....	7,517	B. & M.	25	.65	1 07
Marblehead....	Essex.....	7,517	B. & M.	17	.35	1 00
Mansfield....	Bristol....	2,869	B. & F.	24	.35	1 00
Marlboro'....	Middlesex.	10,911	Fitch.	38	.75	1 35
Marion.....	Plymouth.	965	O. C.	50	1.25	1 53
Marshfield....	Plymouth.	1,649	O. C.	34	.85	1 24
Marshpee.....	Barnstable.	311	O. C.*	71	3.00	3 40
Mattapoisett..	Plymouth.	1,315	O. C.	55	1.40	2 04
Maynard.....	Middlesex.	2,703	Fitch.	26	.65	1 04
Medfield.....	Norfolk....	1,894	NYNE†	19	.48	1 00
Medford.....	Middlesex.	9,043	B. & M.	5	.13	28
Medway.....	Norfolk....	2,777	NYNE	25	.61	1 10
Mendon.....	Worcester.	945	B. & A.†	36	1.00	1 59
Merrimack....	Essex.....	9,378	B. & M.	45	1.39	1 45

* Stage at Sandwich, 9 miles.
† Old Colony.
‡ Stage at Milford.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Hancock.....	Berkshire.	613	B. & A.*	151	\$4.00	H. M. 7 00
Hanover.....	Plymouth.	1,966	O. C.	20	.75	1 20
Hanson.....	Plymouth.	1,237	O. C.	23	.57	1 00
Hamilton.....	Essex.....	831	B. & M.	24	.60	1 00
Harvard.....	Worcester.	1,184	Fitch.	38	1.10	1 48
Hatfield.....	Worcester.	3,145	B. & A.*	119	3.20	4 40
Haverhill.....	Essex.....	1,307	B. & M.	33	1.0	1 25
Hawley.....	Franklin.	545	Fitch.†	129	3.65	6 10
Hampden.....	Hampden.	808	B. & A.‡	84	2.10	3 49
Harwich.....	Barnstable.	2,783	O. C.	121	3.70	5 15
Heath.....	Franklin.	568	Stagell	17	.40	1 00
Hingham.....	Plymouth.	4,375	O. C.	17	.40	1 00
Hinsdale.....	Berkshire.	1,656	B. & A.	142	3.20	5 54
Holbrook....	Norfolk....	2,334	O. C.	15	.35	45

* Stage at Northampton.
† Stage at Shelburne Falls, 10 miles.
‡ Stage at Pittsfield, 9 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Holden.....	Worcester.	2,471	B. & A.	53	\$1.30	H. M. 3 05
Holland.....	Hampden.	229	B. & A.*	96	2.50	3 45
Holliston....	Middlesex.	2,976	B. & A.	27	.63	1 00
Holyoke.....	Hampden.	27,805	B. & A.	106	2.48	4 07
Hopedale....	Worcester.	3,922	B. & A.	33	.77	1 40
Hopkinton....	Middlesex.	1,303	Fitch.	29	.77	3 39
Hubbardston..	Worcester.	64	Fitch.	64	1.75	3 39
Hudson.....	Middlesex.	3,968	Fitch.	34	.68	1 23
Hull.....	Plymouth.	451	Str.†	119	2.70	35
Huntington...	Hampshire.	1,267	B. & A.	7	.15	27
Hyde Park....	Norfolk....	8,376	East'p.	98	.56	1 15
Ipawitch.....	Essex.....	4,307	O. C.	33	.85	1 20
Kingston.....	Plymouth.	1,570	O. C.	37	.90	1 25
Lakesville....	Berkshire.	1,312	B. & A.	157	4.20	5 14
Lawrence....	Essex.....	86,693	B. & M.	27	.70	1 05

* Stage at Palmer, 12 miles.
† Steamer at Rowe's Wharf.

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Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
No. Andover	Essex	3,425	B. & M.	28	\$.75	H. M. 1 40
" Br'kfield	Worcester	4,201	B. & A.	68	1.50	2.50
" Reading	Middlesex	878	B. & L.	24	.55	48
Northboro'	Hampshire	12,896	B. & A.	115	2.75	4.25
Northboro'	Worcester	1,833	O. C.	53	.85	1 27
Northbridge	Worcester	3,786	B. & A.	68	1.00	2 06
Northfield	Franklin	1,705	Fitch.	111	3.40	4 19
Norwood	Norfolk	2,925	N. Y. N. E.	14	.86	49
Oakham	Worcester	749	B. & A.	59	1.75	2 00
Orange	Franklin	3,050	Fitch.	86	2.25	3 23
Orleans	Barnstable	1,176	O. C.	94	2.35	4 27
Otis	Berkshire	703	B. & A.	128	3.35	5 40
Oxford	Worcester	2,355	B. & A.	55	1.90	2 00
Palmer	Hampden	5,023	B. & A.	84	1.90	2 37
Paxton	Worcester	561	B. & A.	51	1.50	1 45
Peabody	Essex	9,530	B. & N.	18	.35	56

* At Worcester, 13 miles. † Stage at Worcester.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Pepperell	Middlesex	2,587	Fitch.	43	\$1.35	H. M. 9 02
Pelham	Hampshire	549	B. & A.	102	4.00	4 30
Pembroke	Plymouth	1,313	O. C.	28	.80	1 30
Peterham	Worcester	1,032	Fitch.	91	2.75	4 00
Peru	Berkshire	368	B. & A.	115	3.50	4 50
Phillipston	Worcester	14,436	Fitch.	75	2.50	4 50
Pittsfield	Berkshire	453	B. & A.	151	3.40	5 00
Plainfield	Hampshire	7,239	Fitch.	135	4.25	6 30
Plymouth	Plymouth	600	O. C.	37	.75	1 55
Plymouth	Plymouth	600	O. C.	37	.75	1 55
Prescott	Hampshire	1,038	B. & A.	161	3.00	4 00
Princeton	Worcester	4,480	B. & A.	60	1.60	3 28
Provincet'n	Barnstable	12,145	O. C.	190	3.00	5 25
Quincy	Norfolk	3,807	O. C.	8	.30	26
Randolph	Norfolk	3,807	O. C.	15	.35	35

* Stage at S. Hanson, 5 miles. † Stage at Athol. ‡ Stage at Hinsdale. § Stage at Templeton. ¶ Stage at Shelburne Falls. ¶ Stage at Enfield, 5 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Methuen	Essex	4,507	B. & M.	28	\$.80	H. M. 1 08
Melrose	Middlesex	6,101	B. & M.	7	.18	25
Middleboro	Plymouth	5,163	O. C.	34	.85	1 40
Middlefield	Hampshire	513	B. & A.	31	2.85	5 25
Middleton	Essex	830	B. & M.	25	1.00	1 15
Milford	Worcester	9,343	B. & A.	33	.77	1 25
Milbury	Worcester	4,555	B. & A.	42	.97	2 00
Mills	Norfolk	683	N. Y. N. E.	221	.53	1 90
Milton	Norfolk	3,355	O. C.	6	.15	20
Monroe	Franklin	176	Fitch.	147	4.25	5 00
Monson	Hampden	3,958	B. & A.	87	2.10	3 25
Montague	Franklin	5,629	Fitch.	102	2.35	4 22
Monterey	Berkshire	571	Stage	180	4.70	7 30
Montgomery	Hampden	278	B. & A.	116	2.61	4 40
Mt. Wash'n.	Berkshire	160	B. & A.	181	4.71	8 00

* Woonsocket Div. N. Y. & N. E. See Oak Grove Farm adv't pag. † Stage at Gt. Barrington, 8 miles. ‡ Stage, 6 miles. § Stage from Russell Depot.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Nahant	Essex	637	St. r.*	10		H. M. 40
Nantucket	Nantucket	3,142	St. r.†	110		
Natick	Middlesex	8,460	B. & A.	17	\$.40	46
New Ashford	Norfolk	2,386	N. Y. N. E.	12	.29	45
New Bedford	Berkshire	163	B. & A.	172	4.00	6 40
New Britain	Bristol	38,333	O. C.	56	1.35	1 54
New Br'ntr'e	Worcester	558	B. & A.	69	2.16	2 30
Newbury	Essex	1,530	E. B. & M.	36	1.00	1 30
Newburypt.	Essex	13,716	B. & M.	40	1.00	1 25
New Salem	Franklin	832	Fitch.	95	3.00	3 37
" Marlboro	Berkshire	820	B. & A.	190	4.20	8 00
Newton	Middlesex	19,750	B. & A.	7	.13	31
Norfolk	Norfolk	825	N. Y. N. E.	23	.58	1 00
Norton	Bristol	1,718	O. C.	28	.90	56
No. Adams	Berkshire	12,540	Fitch.	143	3.75	5 30

* At Rowe's Wharf. † Steamer at New Bedford. ‡ Stage at Great Barrington, 14 miles.

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Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Brynham....	Bristol....	1,535	O. C.	31	\$.70	H. M. 1 19
Reafield....	Middlesex..	3,539	B. & M.	13	.30	38
Revere.....	Suffolk....	3,637	B. & M.	6	.15	31
Richmond...	Berkshire..	854	B. & A.	169	3.58	6 10
Rockland....	Plymouth..	4,785	O. C.	18	.35	1 00
Rockport....	Essex.....	3,888	B. & M.	35	1.00	1 35
Rowe.....	Franklin...	583	Fitch.*	132	3.50	5 40
Royalton....	Essex.....	1,163	B. & M.	39	.80	1 21
Roxbury....	Worcester..	1,153	Fitch.	78	1.98	3 00
Russell.....	Hampden...	847	B. & A.	115	2.61	4 13
Rutland....	Worcester..	1,093	B. & G.†	54	1.50	1 50
Rochester...	Plymouth..	1,021	O. C.	50	1.25	2 00
Rehoboth....	Bristol....	1,788	B. & P.†	52	1.50	1 40
Salisbury....	Essex.....	28,090	B. & M.	16	.35	1 40
Salisbury....	Essex.....	4,840	B. & M.	39	1.05	1 45

* Stage at Zoar, 4 miles.

† Stage at Jeffersons.

‡ Stage at Providence, 8 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Sandisfield...	Berkshire..	1,019	Stage*	191	\$5.25	H. M. 7 09
Sandwich....	Barnstable.	2,424	O. C.	62	1.55	2 50
Saugus.....	Essex.....	2,855	B. & M.	9	.20	38
Savoy.....	Berkshire..	691	B. & A.†	180	4.00	6 30
Scuttano....	Plymouth..	2,550	O. C.	26	.65	1 14
Seekonk....	Bristol....	1,256	B. & P.†	48	1.40	1 80
Sharon.....	Norfolk....	1,255	B. & P.	17	.40	50
Shenfield....	Berkshire..	2,953	B. & A.	164	4.35	7 35
Sherburne...	Franklin...	1,614	Fitch.	119	3.14	5 00
Sherborn....	Middlesex..	1,391	B. & A.‡	22	1.25	1 50
Shirley.....	Middlesex..	1,243	Fitch.	40	1.00	1 33
Shrewsbury...	Worcester..	1,450	B. & A.‡			
Shutebury...	Franklin...	485	B. & A.‡	173	3.00	4 50
Somerville...	Middlesex..	20,971	Fitch.	8	.10	7
Somerset....	Bristol....	2,475	O. C.	45	1.10	1 40

* Stage at Wiscasset. † Stage from Adams. ‡ Stage at Providence, 4 miles.

‡ Via South Framingham Station, 3 miles. ‡ Stage at Worcester.

‡ Stage at Levere, 5 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
So. Scituate...	Plymouth..	1,589	O. C.	28	\$.75	H. M. 1 04
" Hanley....	Hampshire..	3,949	B. & A.*	90	3.40	3 00
Southampton	Hampshire..	1,025	B. & A.	115	3.35	4 44
Southboro...	Worcester..	2,100	O. C.	38	.65	1 00
Southbridge...	Worcester..	6,500	N. Y. N. E.	70	1.66	2 55
Southwick...	Hampden...	952	B. & A.	114	3.08	3 45
Spencer.....	Worcester..	8,247	H. & A.†	64	1.50	3 18
Springdale...	Norfolk....	3,153	B. & P.†	16	.35	53
Springfield...	Hampden...	37,575	B. & A.	99	3.33	3 00
Sterling.....	Worcester..	1,331	O. C.	58	1.10	2 08
Stockbridge...	Berkshire..	2,114	B. & A.	168	3.95	6 45
Stonham....	Middlesex..	5,659	B. & L.	13	.25	53
Stoughton...	Norfolk....	5,173	O. C.	19	.40	45
Stowbridge...	Middlesex..	978	Fitch.‡	30	.90	1 30
Sturbridge...	Worcester..	1,980	N. Y. N. E.‡	74	2.00	3 00

* Stage from Holyoke. † Stage at South Spencer. ‡ Stage at Southbridge, 4 miles.

‡ Stage at So. Acton, 3 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Sudbury....	Middlesex..	1,186	O. C.	28	\$.90	H. M. 1 25
Sutton.....	Worcester..	3,101	B. A. P. W.	53	1.60	1 50
Sunderland...	Franklin...	700	Fitch.*	126	3.03	4 00
Swampscott...	Essex.....	2,471	B. & M.	12	.25	33
Swansea....	Bristol....	1,403	O. C.†	56	1.85	3 00
Taunton.....	Bristol....	23,674	O. C.	34	.85	1 10
Templeton...	Worcester..	2,627	Fitch.	75	2.10	4 00
Tewksbury...	Middlesex..	2,333	B. & M.	23	.60	1 00
Tisbury....	Dukes.....	1,541	O. C.‡	85	2.60	1 00
Tolland.....	Hampden...	423	B. & A.‡	137	3.20	4 00
Topsfield...	Essex.....	1,141	B. & M.	25	.63	1 09
Townsend...	Middlesex..	1,846	Fitch.	46	1.15	1 45
Truro.....	Barnstable.	973	O. C.	110	3.75	5 15
Tyringham...	Berkshire..	457	B. & A.‡	167	3.75	7 00
Tyngsboro...	Middlesex..	604	B. & L.	32	.50	1 25

* Stage at Deerfield. † To Epsworth Station, Fall River, thence W. & P.

R. R. ‡ Via New Bedford and Wood's Hole, 53 miles. ‡ Stage at Westfield. ‡ Stage at Lee, 6 miles.

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Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
W. Stockbridge	Berkshire	1,644	B. & A.	164	\$3.73	H. M.
Whately	Franklin	906	B. & A.	124	3.38	5 30
Whitman	Plymouth	3,508	O. C.	22	.52	1 02
Wilbraham	Hampden	1,724	B. & A.	89	2.60	3 50
Williamsburg	Hampshire	2,044	NH. & N.	122	2.98	4 56
Williamstown	Berkshire	3,728	Fitch.	148	4.25	6 30
Winchester	Middlesex	69	B. & M.	16	.43	36
Winchendon	Worcester	4,300	B. & L.	8	.20	20
Windsor	Worcester	3,872	Fitch.	68	2.15	2 39
Windsor	Berkshire	687	B. & A.	156	4.00	6 30
Winthrop	Suffolk	1,370	BW. & S.	10	.25	36
Woburn	B. & L.	11,750	B. & L.	10	.25	1 20
Worcester	Worcester	68,359	B. & A.	44	1.00	1 20
Worthington	Hampshire	763	B. & A.	150	3.95	6 00
Wrentham	Norfolk	2,710	NYNE.	32	.85	1 20
Yarmouth	Barnstable	1,898	O. C.	75	1.90	3 39

Stage at Hinsdale, 8 miles.

† Stage at Williamsburg, 13 miles.

† Via B. & M. E. Div.
‡ Stage at Franklin.

POPULATION AND SEX — RECAPITULATION.

The State, by Counties.	Males.	Females.	Population.
Barnstable	14,466	15,379	29,845
Berkshire	26,144	27,694	53,838
Bristol	75,856	82,643	158,498
Dukes	2,008	2,129	4,135
Essex	138,011	137,716	275,727
Franklin	18,781	18,698	37,479
Hampden	55,922	60,943	116,865
Hampshire	23,931	25,581	49,512
Middlesex	169,491	187,880	357,371
Nantucket	1,310	1,805	3,115
Norfolk	49,000	53,143	102,143
Plymouth	40,533	41,127	81,660
Suffolk	209,808	220,801	430,609
Worcester	119,605	124,434	244,039

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Upton	Worcester	2,265	B. & A.	32	\$.90	H. M.
Uxbridge	Middlesex	2,948	P. & W.	36	1.20	2 15
Wakfield	Hampden	6,060	B. & M.	10	.25	30
Wales	Hampden	823	B. & A.	94	2.75	3 30
Walpole	Norfolk	2,443	NYNE.	19	.48	37
Waltham	Middlesex	14,609	Fitch.	10	.17	40
Ware	Hampshire	6,003	B. & A.	95	2.18	3 08
Wareham	Plymouth	3,254	O. C.	49	1.25	2 15
Warren	Worcester	4,032	B. & A.	73	1.65	3 13
Warwick	Franklin	692	Fitch.	93	3.00	5 00
Washington	Berkshire	138	B. & A.	138	3.11	5 14
Wayland	Middlesex	1,946	M. C.	17	.50	53
Watertown	Middlesex	6,298	Fitch.	18	.12	32
Webster	Worcester	6,320	NYNE.	59	1.40	2 25
Wendell	Franklin	569	Fitch.	89	2.35	3 30

* Stage at Millis.

† Stage at Palmer, 10 miles.

† Via N. Y. & N. E.
‡ Stage at Orange, 7 miles.

Town.	County.	Pop.	R. R.	Dist.	Fare.	Tl.
Wellesley	Norfolk	2,013	B. & A.	15	\$.15	H. M.
Wellesley	Barnstable	1,687	O. C.	106	2.65	5 00
Wenham	Essex	871	B. & M.	92	.55	55
W. Roylston	Worcester	2,927	W. & N.	53	1.65	1 50
W. B. & W.	Plymouth	1,707	O. C.	23	.55	1 00
Brookfield	Worcester	1,747	B. & A.	70	1.58	2 08
Westhampton	Hampshire	541	B. & A.	127	2.97	5 25
Westboro	Worcester	4,880	B. & A.	32	.72	1 30
Westfield	Hampshire	8,961	B. & A.	108	2.43	3 55
Westford	Middlesex	2,193	B. & L.	32	.93	2 05
W. Newbury	Essex	1,899	R. & M.	36	1.15	1 30
Westport	Bristol	2,706	O. C.	54	1.60	2 00
Westminster	Worcester	1,553	Fitch.	55	1.40	2 06
Weymouth	Middlesex	1,427	Fitch.	13	.37	48
Weymouth	Norfolk	10,740	O. C.	12	.30	35
W. Springfield	Hampden	4,448	B. & A.	101	2.28	3 37

FOR THE LAUNDRY.

BRUSSELS

SOAP.

T. F. & W. W. TAFF,

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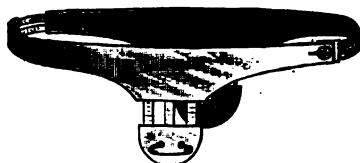
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IT IS STRONGLY MADE of Sateen Jean, white only, and as shown in cut is made to button at the waist.

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Trimmings, Buttons, Etc.

MANUFACTURERS OF

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SHOPPING BAGS.***

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Among the many numbers shown **P B** A perfect non-shrinking garment
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Utopia Saxony,	15c. a skein, 2 for 25c.
Saxony,	6c. “ a bargain.
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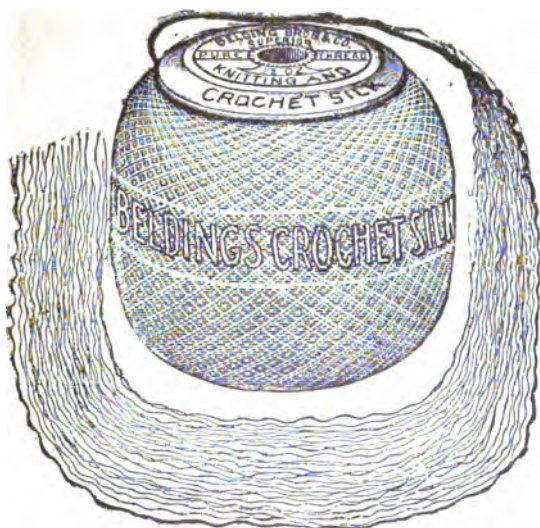
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